

Community Infrastructure Levy Consultation 2023

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

All Pages –

Respondent #22 –

“

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COMPLETE

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IP Address: [REDACTED]

Page 1: Survey Information

Q1

Do you confirm that you have read and understood the privacy notice? You must select 'Yes' in order to take the survey.

Yes

Page 2: Register for consultation

Q2

Your name:

Mark Knowles

Contact details:

Address [REDACTED]

City/town [REDACTED]

Post code [REDACTED]

Email address [REDACTED]

Q4

Do you wish to notified of future updates to CIL by the council? If yes we will use contact details provided above

No

Q5

Do you wish to participate in the CIL examination? If yes we will use contact details provided above

No

Page 3: Your response

Q6

1a. The Community Infrastructure Levy (CIL) Viability Study informed the production of the proposed rates in the draft CIL Charging Schedule. Do you have any comments on the content of the CIL Viability Study?

No

Q8

2a. Do the proposed levy rates set out in the draft CIL Charging Schedule appropriately reflect the conclusions of the CIL Viability Study?

Yes

Q10

3a. Do the proposed levy rates set out in the draft CIL Charging Schedule provide an appropriate balance between securing infrastructure investment and supporting the financial viability of new development in the area?

Yes although I do not understand why greenfield care accommodation is at £0.

Q12

4a. CIL rates should not be set at a level which could render new development financially unviable. To ensure the financial viability of new development in the area, and to take into account variations in land prices and development costs throughout the authority's area, the draft CIL Charging Schedule proposes variable rates for different kinds of development. Do you have any comments on the proposed CIL rates?

No

Q14

5a. Should any types of development be charged a different CIL rate, and if so, why? Where alternative rates are proposed, please provide evidence to demonstrate why a proposed rate should be changed.

None of this makes any distinction on any effort built in to developments to provide sustainable transport, unless that is because no private companies care about the future of the planet.

Page 4: Your response

Q16

6a. To support the financial viability of new development in the area, the draft CIL Charging Schedule includes an Instalments Policy which allows specified levels of levy charges to be paid in instalments over a set period of time. Do you have any comments on the draft Instalments Policy?

I disagree with any payments being more than 18 months, for any amount. No consequence is mentioned for companies exceeding these deadlines either. If houses are built and three years later the developer pays a levy, how will this positively impact the people on site who already all have cars because there was no infrastructure or information about it at the time they bought the property?

Q18

7a. Part 6 of the CIL Regulations (as amended) allows the Council to give discretionary relief for

certain types of development from paying the levy. The Council has not identified any types of development which may require this beyond the compulsory relief and exemptions outlined in the Regulations. Is there a need to provide discretionary relief from the levy to any types of development, and if so, why?

I don't particularly see the need for any more relief no. Unless these sites come with their own advanced, high level sustainable transport and bike facilities design on site.

Q20

8a. Do you have any other comments on the draft CIL Charging Schedule?

No

Q22

9a. Do you have any other comments on the CIL evidence base?

No

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